









PRICE ..... \$1.75

On Sale at:—  
Hongkong: "Daily Press" Office.  
" Messrs. KELLY & WALSH, Ltd.  
" Messrs. BROWN & CO.



## ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On FRIDAY, the 14th July, 1916, commencing at 2.30 P.M., at the TOYO KISEN KAISHA'S Godown (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town, SUNDRY SHIP'S GEAR ex s.s. "CHIYO MARU,"

Comprising:—Steam Winches, Boat Davits, Brass Port Scuttles and Frames, Brass Saloon Window Frames and Windows, Electric Fans and Lamps, Copper White and Spruce, Brass Signal Gun, Engine-Room Telegraphs and Compasses, Electric Water-tight Shutter Box, Copper and Brass Steam Pipes, etc., etc.

One Searchlight.  
N.B.—Further sales will be notified later. On View now.  
Catalogue on application.  
Terms:—Cash on delivery.  
GEO. P. LAMBERT, Auctioneer.  
Hongkong, 10th July, 1916. [888]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On TUESDAY, the 14th July, 1916, commencing at 2.30 P.M., at the TOYO KISEN KAISHA'S Godown (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town, SUNDRY SHIP'S GEAR AND FURNITURE, ex s.s. "CHIYO MARU,"

Comprising:—Leather-Covered Armchairs, Revolving Saloon Chairs on Iron Frames, Wooden Folding Chairs, Nickel-plated Brass Bedsteads, Iron Bunk Frames and Mattresses, Patent Folding Washstands, Oak Writing and Centre Tables, Mirrors, Coloured Glass Windows, Carpets, Rugs and Carpets, etc., etc.

Catalogue on application.  
Terms:—Cash on delivery.  
GEO. P. LAMBERT, Auctioneer.  
Hongkong, 10th July, 1916. [889]

## "SHIRE" LINE OF STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

THE MIDDLEBRO' HULL & LONDON Steamship

"MADNORSHIRE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being loaded at THREE RACK into the hold and/or extra lashing Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whomever and from the wharves delivery may be obtained.

Goods not cleared by the 13th July, at 5 P.M. will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 17th July, at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 8th July, 1916. [6]

## G. P. LAMBERT, R. NOTICE.

## REGISTRATION OF PERSONS ORDINANCE 1916.

ALL Persons not exempted who remain in the Colony for more than one week are required to register themselves at the Office of the CAPTAIN SUPERINTENDENT of Police.

(a) In the case of Residents in the Colony, before July 23rd, 1916.  
(b) In the case of new arrivals, within one week of arrival.

The following are exempted:—  
(1) Members of His Majesty's Regular Naval and Military Forces.

(2) Civilians in the permanent employment of the Colonial Government or of the Naval and Military authorities.

(3) Members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve, Hongkong Police Force, or Special Police Reserve.

(4) Consular Officers of Foreign States.

(5) The wives and daughters of persons included in any of the 4 clauses specified above.

(6) Persons of Chinese Race.

(7) Persons not exceeding 18 years of age.

Forms of registration, giving the particulars required may be obtained at the Enquiry Office G.P.O. Hongkong, The Branch Post Office at Kowloon and at all Police Stations.

The penalty for failing to comply with this Ordinance is a fine not exceeding \$50.  
C. McI. MESSER, Captain Superintendent of Police.  
Hongkong, 23rd June, 1916. [874]

## ON SALE.

## A TABLE OF THE

## RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the

English Mails; also Table of the

Yearly Approximate Average

for 25 years.

FROM 1874 TO 1908.

PRICE ..... 25 CENTS.

On Sale at the DAILY PRESS Office or

at 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512th, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612th, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679th, 680th, 681st, 682nd, 683rd, 684th, 685th, 686th, 687th, 688th, 689th, 690th, 691st, 692nd, 693rd, 694th, 695th, 696th, 697th, 698th, 699th, 700th, 701st, 702nd, 703rd, 704th, 705th, 706th, 707th, 708th, 709th, 710th, 711st, 712th, 713th, 714th, 715th, 716th, 717th, 718th, 719th, 720th, 721st, 722nd, 723rd, 724th, 725th, 726th, 727th, 728th, 729th, 730th, 731st, 732nd, 733rd, 734th, 735th, 736th, 737th, 738th, 739th, 740th, 741st, 742nd, 743rd, 744th, 745th, 746th, 747th, 748th, 749th, 750th, 751st, 752nd, 753rd, 754th, 755th, 756th, 757th, 758th, 759th, 760th, 761st, 762nd, 763rd, 764th, 765th, 766th, 767th, 768th, 769th, 770th, 771st, 772nd, 773rd, 774th, 775th, 776th, 777th, 778th, 779th, 780th, 781st, 782nd, 783rd, 784th, 785th, 786th, 787th, 788th, 789th, 790th, 791st, 792nd, 793rd, 794th, 795th, 796th, 797th, 798th, 799th, 800th, 801st, 802nd, 803rd, 804th, 805th, 806th, 807th, 808th, 809th, 810th, 811st, 812th, 813th, 814th, 815th, 816th, 817th, 818th, 819th, 820th, 821st, 822nd, 823rd, 824th, 825th, 826th, 827th, 828th, 829th, 830th, 831st, 832nd, 833rd, 834th, 835th, 836th, 837th, 838th, 839th, 840th, 841st, 842nd, 843rd, 844th, 845th, 846th, 847th, 848th, 849th, 850th, 851st, 852nd, 853rd, 854th, 855th, 856th, 857th, 858th, 859th, 860th, 861st, 862nd, 863rd, 864th, 865th, 866th, 867th, 868th, 869th, 870th, 871st, 872nd, 873rd, 874th, 875th, 876th, 877th, 878th, 879th, 880th, 881st, 882nd, 883rd, 884th, 885th, 886th, 887th, 888th, 889th, 890th, 891st, 892nd, 893rd, 894th, 895th, 896th, 897th, 898th, 899th, 900th, 901st, 902nd, 903rd, 904th, 905th, 906th, 907th, 908th, 909th, 910th, 911st, 912th, 913th, 914th, 915th, 916th, 917th, 918th, 919th, 920th, 921st, 922nd, 923rd, 924th, 925th, 926th, 927th, 928th, 929th, 930th, 931st, 932nd, 933rd, 934th, 935th, 936th, 937th, 938th, 939th, 940th, 941st, 942nd, 943rd, 944th, 945th, 946th, 947th, 948th, 949th, 950th, 951st, 952nd, 953rd, 954th, 955th, 956th, 957th, 958th, 959th, 960th, 961st, 962nd, 963rd, 964th, 965th, 966th, 967th, 968th, 969th, 970th, 971st, 972nd, 973rd, 974th, 975th, 976th, 977th, 978th, 979th, 980th, 981st, 982nd, 983rd, 984th, 985th, 986th, 987th, 988th, 989th, 990th, 991st, 992nd, 993rd, 994th, 995th, 996th, 997th, 998th, 999th, 1000th, 1001st, 1002nd, 1003rd, 1004th, 1005th, 1006th, 1007th, 1008th, 1009th, 1010th, 1011st, 1012th, 1013th, 1014th, 1015th, 1016th, 1017th, 1018th, 1019th, 1020th, 1021st, 1022nd, 1023rd, 1024th, 1025th, 1026th, 1027th, 1028th, 1029th, 1030th, 1031st, 1032nd, 1033rd, 1034th, 1035th, 1036th, 1037th, 1038th, 1039th, 1040th, 1041st, 1042nd, 1043rd, 1044th, 1045th, 1046th, 1047th, 1048th, 1049th, 1050th, 1051st, 1052nd, 1053rd, 1054th, 1055th, 1056th, 1057th, 1058th, 1059th, 1060th, 1061st, 1062nd, 1063rd, 1064th, 1065th, 1066th, 1067th, 1068th, 1069th, 1070th, 1071st, 1072nd, 1073rd, 1074th, 1075th, 1076th, 1077th, 1078th, 1079th, 1080th, 1081st, 1082nd, 1083rd, 1084th, 1085th, 1086th, 1087th, 1088th, 1089th, 1090th, 1091st, 1092nd, 1093rd, 1094th, 1095th, 1096th, 1097th, 1098th, 1099th, 1100th, 1101st, 1102nd, 1103rd, 1104th, 1105th, 1106th, 1107th, 1108th, 1109th, 1110th, 1111st, 1112th, 1113th, 1114th, 1115th, 1116th, 1117th, 1118th, 1119th, 1120th, 1121st, 1122nd, 1123rd, 1124th, 1125th, 1126th, 1127th, 1128th, 1129th, 1130th, 1131st, 1132nd, 1133rd, 1134th, 1135th, 1136th, 1137th, 1138th, 1139th, 1140th, 1141st, 1142nd, 1143rd, 1144th, 1145th, 1146th, 1147th, 1148th, 1149th, 1150th, 1151st, 1152nd, 1153rd, 1154th, 1155th, 1156th, 1157th, 1158th, 1159th, 1160th, 1161st, 1162nd, 1163rd, 1164th, 1165th, 1166th, 1167th, 1168th, 1169th, 1170th, 1171st, 1172nd, 1173rd, 1174th, 1175th, 1176th, 1177th, 1178th, 1179th, 1180th, 1181st, 1182nd, 1183rd, 1184th, 1185th, 1186th, 1187th, 1188th, 1189th, 1190th, 1191st, 1192nd, 1193rd, 1194th, 1195th, 1196th, 1197th, 1198th, 1199th, 1200th, 1201st, 1202nd, 1203rd, 1204th, 1205th, 1206th, 1207th, 1208th, 1209th, 1210th, 1211st, 1212nd, 1213th, 1214th, 1215th, 1216th, 1217th, 1218th, 1219th, 1220th, 1221st, 1222nd, 1223rd, 1224th, 1225th, 1226th, 1227th, 1228th, 1229th, 1230th, 1231st, 1232nd, 1233rd, 1234th, 1235th, 1236th, 1237th, 1238th, 1239th, 1240th, 1241st, 1242nd, 1243rd, 1244th, 1245th, 1246th, 1247th, 1248th, 1249th, 1250th, 1251st, 1252nd, 1253rd, 1254th, 1255th, 1256th, 1257th, 1258th, 1259th, 1260th, 1261st, 1262nd, 1263rd, 1264th, 1265th, 1266th, 1267th, 1268th, 1269th, 1270th, 1271st, 1272nd, 1273rd, 1274th, 1275th, 1276th, 1277th, 1278th, 1279th, 1280th, 1281st, 1282nd, 1283rd, 1284th, 1285th, 1286th, 1287th, 1288th, 1289th, 1290th, 1291st, 1292nd, 1293rd, 1294th, 1295th, 1296th, 1297th, 1298th, 1299th, 1300th, 1301st, 1302nd, 1303rd, 1304th, 1305th, 1306th, 1307th, 1308th, 1309th, 1310th, 1311st, 1312nd, 1313th, 1314th, 1315th, 1316th, 1317th, 1318th, 1319th, 1320th, 1321st, 1322nd, 1323rd, 1324th, 1325th, 1326th, 1327th, 1328th, 1329th, 1330th, 1331st, 1332nd, 1333rd, 1334th, 1335th, 1336th, 1337th, 1338th, 1339th, 1340th, 1341st, 1342nd, 1343rd, 1344th, 1345th, 1346th, 1347th, 1348th, 1349th, 1350th, 1351st, 1352nd, 1353rd, 1354th, 1355th, 1356th, 1357th, 1358th, 1359th, 1360th, 1361st, 1362nd, 1363rd, 1364th, 1365th, 1366th, 1367th, 1368th, 1369th, 1370th, 1371st, 1372nd, 1373rd, 1374th, 1375th, 1376th, 1377th, 1378th, 1379th, 1380th, 1381st, 1382nd, 1383rd, 1384th, 1385th, 1386th, 1387th, 1388th, 1389th, 1390th, 1391st, 1392nd, 1393rd, 1394th, 1395th, 1396th, 1397th, 1398th, 1399th, 1400th, 1401st, 1402nd, 1403rd, 1404th, 1405th, 1406th, 1407th, 1408th, 1409th, 1410th, 1411st, 1412nd, 1413th, 1414th, 1415th, 1416th, 1417th, 1418th, 1419th, 1420th, 1421st, 1422nd, 1423rd, 1424th, 1425th, 1426th, 1427th, 1428th, 1429th, 1430th, 1431st, 1432nd, 1433rd, 1434th, 1435th, 1436th, 1437th, 1438th, 1439th, 1440th, 1441st, 1442nd, 1443rd, 1444th, 1445th, 1446th, 1447th, 1448th, 1449th, 1450th, 1451st, 1452nd, 1453rd, 1454th, 1455th, 1456th, 1457th, 1458th, 1459th, 1460th, 1461st, 1462nd, 1463rd, 1464th, 1465th, 1466th, 1467th, 1468th, 1469th, 1470th, 1471st, 1472nd, 1473rd, 1474th, 1475th, 1476th, 1477th, 1478th, 1479th, 1480th, 1481st, 1482nd, 1483rd, 1484th, 1485th, 1486th, 1487th, 1488th, 1489th, 1490th, 1491st, 1492nd, 1493rd, 1494th, 1495th, 1496th, 1497th, 1498th, 1499th, 1500th, 1501st, 1502nd, 1503rd, 1504th, 1505th, 1506th, 1507th, 1508th, 1509th, 1510th, 1511st, 1512nd, 1513th, 1514th, 1515th, 1516th, 1517th, 1518th, 1519th, 1520th, 1521st, 1522nd, 1523rd, 1524th, 1525th, 1526th, 1527th, 1528th, 1529th, 1530th, 1531st, 1532nd, 1533rd, 1534th, 1535th, 1536th, 1537th, 1538th, 1539th, 1540th, 1541st, 1542nd, 1543rd, 1544th, 1545th, 1546th, 1547th, 1548th, 1549th, 1550th, 1551st, 1552nd, 1553rd, 1554th, 1555th, 1556th, 1557th, 1558th, 1559th, 1560th, 1561st, 1562nd, 1563rd, 1564th, 1565th, 1566th, 1567th, 1568th, 1569th, 1570th, 15



# THE WAR.

## BRITISH GAIN IMPORTANT VICTORIES.

### GUNS THUNDERING FROM SOMME TO BELGIUM.

#### ALLIES' UNEXPECTED SUCCESSES ALARM GERMANY.

### RUSSIANS' IMPORTANT CAPTURE.

#### TEN THOUSAND PRISONERS AND MANY GUNS.

### "MONMOUTHSHIRE"—"PERSIAN" DISASTER.

#### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### ENEMY TRENCHES BOMBARDED.

LONDON, July 9th.

General Sir Douglas Haig reports: We bombarded enemy trenches in the neighbourhood of Commequart. Our aeroplanes, despite the unfavourable weather, have rendered most valuable service, with the addition of the active co-operation of the artillery. Our air men bombed a hostile aerodrome at Dautin, completely wrecking a hangar and doing other damage.

#### LARGE CAPTURES OF WAR MATERIAL.

Heavy rain has impeded operations between the Ancre and the Somme. We have captured, in the last few days, twenty guns, fifty-one machine-guns, and a large number of automatic rifles, trench-mortars and a mass of other war material.

#### ENEMY RETIRE IN DISORDER.

LONDON, July 9th.

The French artillery on our right greatly assisted our advance.

The enemy lost severely in a combined Anglo-French bombardment.

A German counter-attack made in mass formations across open ground completely broke down under the fire of our eighteen-pounders and "seventy-fives."

The enemy retired in disorder.

Hand-to-hand fighting continues in the ruins of Ovillers.

#### AERIAL WORK.

Our aeroplanes and kite-balloons worked despite the cloudy weather, photographing and directing the fire of the batteries, which caused an explosion in an enemy ammunition depot. They also bombed enemy billets.

A British machine, although disabled, fought three hostile aeroplanes for twenty minutes, and returned safely.

Otherwise, the few enemy machines were far behind the enemy trenches.

#### FURTHER BRITISH SUCCESSES.

LONDON, July 9th.

General Sir Douglas Haig reports: The fighting to-day has been chiefly on our extreme right, where we gained further important successes.

We stormed a line of trenches and gained a lodgement in the strongly-defended Trone's Wood, capturing 120 prisoners and several machine-guns.

We repulsed a strong counter-attack.

We also appreciably advanced in the neighbourhood of Ovillers.

#### BRITISH GUNS THUNDERING.

#### ANXIETY OF GERMAN PUBLIC.

LONDON, July 8th.

Despatches from Paris state that the British guns are again thundering along the whole front from the Somme to Belgium, and their intensity is equal to last week. The French recognise that the British had not merely to meet the pick of the enemy forces but also had to face strongly fortified ridges, while the French profited by the division of the German rear by the broad valley of the Somme. But similar obstacles now confront the French.

[THROUGH REUTER'S AGENCY.]

All accounts show the undiminished eagerness of the Allied troops to attack, while German papers received in Holland betray the alarm and anxiety of the German public at the Allies' unexpected success. They warn readers that the offensive has only started, and that decisive successes are not impossible.

Viscount Escher, writing from France, says that the mighty German effort is dying, and there are manifold signs of the disintegration of the enemy force, and the lowering of his morale.

#### GERMANS LOSE HEAVILY.

PARIS, July 9th.

An official report states:—Bad weather has hampered operations. We progressed east of Estrees.

#### FRENCH GAIN OBJECTIVES.

PARIS, July 9th.

Notwithstanding the persistent rain and fog, the French in the morning assaulted the village of Hardecourt and the hill northwards in conjunction with the British, who attacked Trone's Wood, and the farm south-east of the wood. The French gained their objectives in thirty-five minutes.

The German counter-attacks on the hill in the afternoon were shattered by the French fire.

The Germans lost heavily and left 250 prisoners.

Nothing transpired south of the Somme.

#### ON THE MEUSE.

PARIS, July 9th.

An official message states:—There has been a violent artillery duel north of the northern Verdun front.

PARIS, July 9th.

A communiqué states:—There has been an intermittent bombardment on the left and a fierce cannonade on the right of the Meuse.

#### SATISFACTORY PROGRESS.

#### AND FAVOURABLE PROSPECTS.

LONDON, July 9th.

Reuter's correspondent at Headquarters, writing on Saturday evening, reviewing the progress, stated:—We have pushed in the German salient between Albert and the Somme to the greatest depth, there being an advance of three miles.

We hold the villages of Monte Auban, Fricourt and Mametz and are well across the outskirts of Contalmaison. We are also firmly established at the various intervening tactically important points.

We have taken upwards of 6,000 prisoners, 21 guns, 51 machine-guns, etc.

The enemy's losses are most terrible. As an instance, the remnants of the 3rd Division of the Prussian Guards have been withdrawn, being no longer war-worthy. Prisoners say that the morale of the Guards was most shaken, including that of the officers.

The spirit of the British is wonderful, thought the ground is a quagmire, and there are few stragglers in the attack, so eager are the men to get at close quarters.

[THROUGH REUTER'S AGENCY.]

#### BRITISH ADVANCE.

LONDON, July 9th.

Reuter's correspondent on the British front on Saturday evening reported:—The British to-day on a considerable front advanced half-a-mile. In conjunction with the French, they also progressed at Contalmaison, where the position is satisfactory.

#### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### MORE RUSSIAN SUCCESSES.

#### DESPERATE ENEMY COUNTER-ATTACKS.

PETROGRAD, July 8th.

A communiqué states:—We have scored further successes on the Styra. We have captured the small town of Gradac, and also a village on the main road to Kolki. The number of Austro-German prisoners is increasing. We captured an enemy position east of Bellatyn. A German counter-attack south-east of Lake Narotch regained a part of the lost trenches. Violent enemy counter-attacks east of Baranovitchi pressed us back slightly, but our concentrated fire forced the enemy to withdraw.

#### GREAT CHARGE BY COSSACKS.

PETROGRAD, July 9th.

The steady Russian approach on Kovel is shown in a communiqué, which chronicles the capture of a new line half-way between Chartorysk and Kovel. The most important capture was the station of Manieyevichy, where two thousand prisoners were taken.

A great charge by Cossacks cut up the Austrian masses, when 600 were made prisoner.

#### OVERTHROWING THE ENEMY.

PETROGRAD, July 9th.

A communiqué states:—General Brusilov's troops are approaching Stokhod, everywhere overthrowing the enemy, who are resisting desperately.

#### TWELVE THOUSAND PRISONERS.

The Russians in the three days' fighting between the Styra and Stokhod took 12,000 prisoners and 45 guns.

Fierce fighting has again occurred on General Evert's front, east of Baranovitchi.

#### GENERAL.

[THROUGH REUTER'S AGENCY.]

#### SINKING OF THE "PERSIAN."

MALTA, July 8th.

The *Persian* was off Crete when she lost a man overboard, and two hours later the *Monmouthshire* signalled that she had picked up the man. The *Monmouthshire* approached the *Persian*, which had stopped, and the *Monmouthshire*, in manoeuvring, struck the *Persian* amidships, and she sank in ten minutes. The *Monmouthshire*, which was damaged, has arrived here with the crew.

#### UNIONISTS AND IRELAND.

#### PARTY SPLIT NOT LIKELY.

LONDON, July 8th.

At the instance of Mr. Bonar Law, no resolution was proposed at the Unionist meeting, which generally endorsed the attitude of the leaders. The fact that six Unionist members of the Cabinet were present is regarded as indicating that a split in the Party is not likely.

#### GOVERNMENT APPOINTMENTS.

Mr. McKinnon Wood, Secretary for Scotland, succeeds the Hon. Mr. Edwin Montagu as Under Secretary for India. Mr. Tennant is remaining in the House of Commons and succeeds Mr. McKinnon Wood.

#### MADRAS HIGH COURT DECISION REVERSED.

LONDON, July 8th.

The Privy Council have decided that the islands formed by the estuary of the Godavari belong to the Crown, and have thus reversed the decision of the High Court of Madras in connection therewith.

[THROUGH REUTER'S AGENCY.]

#### RUSSIA AND CHINA.

PETROGRAD, July 8th.

M. Sazonoff, interviewed, remarked that the Russo-Japanese agreement will enable Russia to devote all her energies to the solution of the problems created by the war in the West, with the assurance that no Power will take an unfair advantage of China to carry out ambitious plans, as was the case with other countries bordering Russia in the East.

[Telegram received on Saturday, and published in an "Extra" on Sunday, will be found on page 7.]

#### U.S.A. MINISTER AND AMERICAN ACTIVITIES IN CHINA.

#### THE NEED OF TEAM WORK.

The U.S. Minister to China, Dr. Reisch, was the guest of honour at a dinner given by the American Chamber of Commerce at the Palace Hotel, Shanghai, on July 3rd. There were only a few invited guests, the attendance being limited to some 40 members of the Chamber and a few officials.

Dr. Reisch said:—The organization of the American Chamber of Commerce in Shanghai to my mind marked a very important advance in the development of American activities in China. As we go back to the history of American enterprise in this country it presents a very interesting and fascinating subject for thought. Between the years of 1780 and 1890, American merchants, as you know, were second to none in the Far East. It was at that time the individual enterprise of Americans and their spirit of adventure that found a possible field of action in China. It was not necessary for a merchant adventurer to possess more than a moderate amount of capital. There was plenty of room for individual initiative and men stood entirely upon their own resources. For this reason the energy and enterprise developed by the conditions of our new country, gave to the Americans a great advantage in making for themselves a place in the Far East.

During the second half of the nineteenth century, our country was entirely preoccupied in the development of domestic resources, and the question of a complicated system of business organization. The energy of our merchants and industrial leaders was concentrated upon the development of the country's resources at home, a task which they occupied their attention. The form of organization for doing business which has since developed throughout the world is one which the broadest form of organization is necessary.

Between the period when the individual enterprise of Americans counted for everything, and the period when experience in organizing large enterprises could be utilized in developing our foreign trade, there lie about four or five decades of comparative barrenness, during which the promise of the early activities of our people in the Far East was not realized. Indeed, we always maintained a creditable place, but our enterprises did not develop in proportion to our national wealth, or to the general increase of Western activities in China.

In inaugurating the new period, when Americans will engage in Far Eastern Commerce, not only as individual merchants, but as utilizing the large experience in organization, which our country has since acquired, the work planned for this Chamber is an important matter. This is especially true because of the relation which exists in our country between the government and the commercial and industrial activities. In European countries the relation between the government and the large banking institutions, as well as the great industries, is so close that the latter always take their cue from the policy of the government, while the government itself looks upon them as allies in the task of developing national enterprise abroad.

In America the government has not established that direct connection between itself and the concentrated capital of the country, which enables the two to act as one in foreign affairs. For this reason the future of our foreign commerce entirely depends upon the effectiveness with which private capital and industry will be able to organize themselves effectively for the purpose of foreign work.

For organization at home and here, team work is absolutely necessary, in order that American enterprise representing individual initiative may have that guidance which will give it the compact force of co-operation exerted in the national industries of our competitors in the field. In this work the American merchants here, who possess experience gained by direct contact with Chinese affairs, have a great part to fulfil. It is only through these channels that the people of home can be given the opportunity of realizing the condition of the commercial situation in China and to become familiar with opportunities here existing. If the American interests at home can act as sound and sagacious counsel from this side, they will be more ready to commit themselves to larger undertakings. *N. O. Daily News.*

#### THE IMPORTANCE OF SACRIFICE.

#### U.S. MINISTER'S ADDRESS TO CHINESE STUDENTS.

Dr. Paul S. Reisch, American Minister to China, gave some good advice to the returned Chinese student in a speech at theiffin given in his honour by the American University Club at the Palace Hotel on July 3rd. The number present, including the guests, was exactly 100, of whom practically all were graduates of American universities and colleges, the affair being, as the president of the club, Mr. W. W. Stevens, said in introducing the guest of honour, "the most important in the history of the club." Dr. Reisch also had much to say relative to the moral duty of American college men of any nationality who find themselves in China.

#### IMPORTANCE OF SACRIFICE.

Referring to the returned student, the Minister said that there were two main reasons why Chinese sought education in foreign countries. The first was to acquire general information and knowledge of foreign lands and peoples; the second was to acquire professional knowledge to the end that they might become leaders and teachers in their own country on their return. The second he considered to be the more important, the acquisition of special knowledge of the applied sciences. But, owing to the peculiar constitution of Chinese society, the returned student found no avenues open to him on his return and he often found it difficult to place himself where he could utilize his special learning to advantage. Men fitted to fill high posts were misplaced. This was due, perhaps, to the fact that the returned students had exaggerated expectations, and an undue sense of what is due to them. He knew of cases where college trained men had refused \$125 positions, posts for which they were specially trained. He urged students to realize the importance of sacrifice; they should be willing to take up work in their country at a moderate salary to start.

This was where such an association as that which he was addressing could be helpful. One noteworthy thing about university association in China, said Dr. Reisch, was its international nature. He was glad to see, and was proud of the fact that there were so many Chinese members, besides American members, and members of other nationalities. An association such as this, an *alumni* association, could be of great moral help in aiding China, in keeping alive the traditions of college experience, and in affording the encouragement which every man so much needed. The highest function of the American University Club was to help, to "keep together," and to assist in the transformation of Chinese society. China was interesting herself in forestry, in mining, in manufacturing, in roads; she was in a position to make tremendous headway in developing her resources. In this, such an association could also help. The men trained abroad need organization.

#### CHINESE LECTURES IN AMERICA.

A great deal would be done from the American side. The people at home, although it was said they do not care about affairs in China, actually sympathized with China and had a real interest in her progress. The interest was there, an active interest, but a more thorough knowledge of China is needed. The speaker then referred to the need of Chinese lecturers at American universities and the good that such lecturers could do in creating interest in and diffusing knowledge of China in America. Japan had several such lecturers in America to her great advantage, and it was his intention to recommend certain Chinese to go to America for that purpose. There was one Chinese for whom he had great respect, known as the ablest and most sought-after speaker of the diplomatic corps at Washington while he was there. The speaker mentioned no name, but his remark caused a cheer, as he referred to Dr. Wu Ting-fang, who was among the guests (says the *N. O. Daily News*).

#### FATAL EXPLOSION AT SHANGHAI.

#### MYSTERY OF FRENCH CONCESSION.

One man is dead and two men, three women, and three children are in St. Mary's Hospital on Route Perez Robert, Shanghai, as the result of an explosion that occurred at 53, Avenue Marcel Tillet, in the French Concession, at 2:34 p.m. on July 2nd (says the *N. O. Daily News*).

No. 53, Avenue Marcel Tillet is within two minutes' ride of the police station in Avenue Joffre. It was a one-story Chinese house, and the explosion was such a terrific one that the whole building was completely demolished, including roof, walls and floor. The houses on either side, Nos. 51 and 55, were considerably damaged.

Judging from the nature of the dead man's injuries it might be assumed that he was handling a bomb or manufacturing one, at the time of the explosion. The eight injured persons are not seriously injured.

A few days previously six men were injured when a bomb explosion occurred in an alleyway directly opposite and within a stone's throw of the same police station, which led to the discovery that the place was a bomb factory with three dozen completely exploded bombs and unfilled time bombs.

#### CHINA'S GREAT NEED OF ENGINEERS.

#### COMMENCEMENT DAY AT SAINT JOHN'S UNIVERSITY, SHANGHAI.

The twentieth annual Commencement of St. John's University, Shanghai, was held on July 1st.

Dr. Reisch, the American Minister, addressing the students, said:—The spirit of science is knowledge—but it is also much more than knowledge. Merely literary ability, the power to feel, is not science. Nor is mere polish, science. Science goes further—it has its roots in a most tremendous self-culture; in an attempt at self-mastery; not in taking the easy way, but in a deliberate selection of the most difficult course. One of its parts is in training the faculty of observation. It is not so much the facts learned which are important; it is the method, the training—accuracy of observation, independence of judgment, sureness of reasoning are essential. Many things which used to be important are now but incidental.

The scientific spirit has its special application to your country. Your civilization is the oldest in the world and one that might fairly have been called the best ever evolved. It was, however, synthetic, and by an unconscious adjustment it found its highest expression in literature and art. When we see some of the results of this we are apt to exclaim, "Would that China might have stayed forever in that civilization." But change was inevitable, and if all this is attacked in the right light you will make the realization of it the more perfect. You will not destroy—you will deepen it.

So I congratulate you, both on being placed in this institution and on the work which awaits you for a greater China and a happier community. Only thus can your knowledge reach its greatest attainment. In the matter of public service you have special obligations and a reputation to sustain. St. John's men have filled an enviable position and you are about to become a member of this fraternity. I commend you to the ideals of the institution, to the example of those who have gone before, and to the preservation of the qualities of your great country.

Mr. Z. T. K. Woo received the honorary degree of Doctor of Science. Dr. Woo graduated in 1895 with the first class to complete the work of the college course. After graduation he taught for a number of years at St. John's and at Nanyang. During this time he was prominent in all educational movements in Shanghai, and was instrumental in founding the Society of Commerce in the Native City, which later became the Nantao Chamber of Commerce. In 1902 Dr. Woo went to England to pursue his studies, graduating with honours and receiving the degree of Bachelor of Metallurgy from Sheffield in 1907. In the following year Sheffield granted him the degree of Master of Metallurgy. In 1900 he entered the Hanyang Iron Works as an assistant engineer, and at present occupies the position of General Superintendent of both the Hanyang and the Tachew Works.

Dr. Woo responded ably, speaking to the graduates on China's great need of engineers, and advised those who had not yet chosen their life's work to think of engineering.

#### "HIGH SOUNDING WORDS AND SHABBY DEEDS."

#### MR. ROOSEVELT'S INDICTMENT OF THE PRESIDENT.

Mr. Roosevelt, in a letter to the Republican Convention, last month, said:—I hope Republicans and Progressives will keep steadily in mind the gravity of this crisis not only for America but also for the world. I hope their aim will be not merely to nominate a man who can be elected, but a man of such power, character, steadfast conviction, and proved ability that, if elected, he will again place this nation where it belongs by making it true to itself, and therefore true to all mankind.

Mr. Wilson, however amiable his intentions, has rendered to this people the most evil service that can be rendered to a great Democracy by its chosen leader. He has lulled the national conscience and relaxed the spring of lofty national motive by teaching our people to accept high-sounding words as an offset and atonement for shabby deeds, and to use words which mean nothing in order to draw all meaning from those which have a meaning. It will be no easy task to rouse the austere self-respect which has been lulled to slumber by these means.

To this task we should bend our united energies in the spirit of Washington and Lincoln. The differences which have divided good Americans of all political beliefs in the past should sink into nothing when compared with the issues now demanding attention. If we are not all of us Americans and nothing else, then the nation will crumble into dust, and sooner or later submit to a conqueror's will. The professional German-American are seeking to terrorize your Convention not to elect in good faith an American President, but a victory of a foreign Government. It is for you to repudiate them.



## ECHOES OF THE JUTLAND FIGHT.

## MYSTERY SHIP IN ACTION.

A WILD DASH THAT HAS NEVER BEEN EXCELLED.

[FROM A SPECIAL CORRESPONDENT TO THE DAILY TELEGRAPH.]

Many months ago it was my privilege to outline for the *Scotsman* the workings of the "Mystery ship," a splendid unit of our battle cruiser squadron.

There are men whom I know well in the big battle cruiser, and on the morning of this day week I was one of those who watched the ships returning from the battle off the Jutland coast.

It was a memorable scene when the long line of fighting ships, fresh from the greatest naval battle of modern times, swung into a wide estuary and sought the moorings which they had slipped so swiftly from before. Far in the foreground came a mighty battleship, which represents the latest in naval power.

The German naval authorities assert that she is on the sea floor at this moment, and the Kaiser, that Barnum amongst the rulers of the world, has endorsed the assertion without reserve. True, I could see a line of hills famous in literature through the gaps in her funnels as the mighty ship came slowly to the harbour, but she came in under her own steam, to harbour after she ought to have been on the bottom.

There is some ground for the German feeling that if that ship is not destroyed she ought to have been. She was the ship which, in the midst of a terrible action, stood up to the five of the most powerful of the Kaiser's ships in numbers, which should have been overwhelming, and after sending to the bottom two great adversaries, was ordered out, and turned and came home.

The wonderful procession of the returning brave which followed her into harbour was a heartening sight to a people who at that time had been told of nothing but that which foreboded disaster. The line of battle-cruisers, preceded by the light cruisers, bore another and a new tale. In seeming silence they swept to their moorings, and their decks were crowded with the gallant men who had fought great odds and won. In one ship it was obvious that there were guns out of action. In another a great dent on the port side amidships showed where an enemy projectile had almost reached the vitals of the ship, and around the point of impact a wide circle of yellow, deepening to brown, revealed the effects of the released explosive. The funnels of another were peppered by shrapnel or shell fragments. A famous battle-cruiser this—a ship which is the pride of a great colony, and one of the best-known ships of the Navy in the harbours of the world.

There were gaps in the glorious line which had sailed to battle, but the ships which were returning were victorious ships. Of cheering there was none that could be heard ashore. The squadron was conscious of great loss, the measure of that loss being not the number of ships and men left behind to the scour of the tides as the price of victory, but the regard for each other which grows amongst gallant men who have endured and fought and striven together since the King sent his messages to the Fleet that war had come. Yet there were unmistakable signs of victory. As a well-known window came abreast on the shore, or a familiar jolly or a fluttering handkerchief the men on the crowded decks were seen to be waving arms and caps, and I knew that the lads were cheering though the roll of it was borne away on the west wind. The *Invincible* was not in the place she held when the ships put to sea, and the *Indefatigable*—the grand "Old Indefatigable"—was missing also.

SAILOR PSYCHOLOGY.

They had been part of the price of victory. Somewhere out in the North Sea the two ships were lying shattered, and two men who had been my friends would never return to port. It may appear strange, but it is the fact, neither of those men expected to return. There is a phase of sailor psychology which has been impressed somewhat vaguely upon me in various areas of the seven seas, but with impressive force since the war began. Students of psychological phenomena may deal more carefully with the presentment of the facts. There was a man on the *Pathfinder* who to my pride regarded me as a friend. He spoke to me one day of sending off a parcel by post. It contained all his money and all his valuables, and the parcel was going to his wife. "There is something coming to me," he said quietly, in explanation. Within thirty hours his ship had been destroyed by torpedo and he had gone down with her. So with the man on the *Indefatigable* to whom I have referred. For a week before the call to action came over the wireless he had been in the depths of depression, and had given expression to his belief that there was "something pretty bad on the way." And the *Invincible* case was similar. The sailormen have been proved sadly accurate in their forebodings, but they say stirring words before they "went out."

THE SILENT MEN.

Her presence in the proud line which came back proclaimed that the luck of the mystery ship had held true. She had been in the very thick of the battle, and had taken heavy punishment, but had given more than she took. With an honour or two to take in for the men who were on board. There had been losses on board. Men had fallen, and men had been grievously wounded. They are proud of their ship and of their service, those hardy fellows, who have gone with the vessel over the whole world since the war began, looking for a foe that would stand up to action. When the action came the pride of them was paramount in the midst of the wild struggle. There were wounded men on the deck, and there were men who defied the doctors, the mystery ship of battle they were almost unconscious of their injuries. There was one man, with a grievous leg injury, who appealed to his attendants in the following words:

(Continued on next Column.)

## THE DOMINIONS IN THE FIGHT.

SERVICE OF THE "NEW ZEALAND" AND "MALAYA."

The Secretary of State for the Colonies, at the request of the Admiralty, sent the following telegrams to the Governor of New Zealand and the High Commissioner for the Malay States respectively:

The Secretary of State for the Colonies to the Governor of New Zealand:—"The battle cruiser *New Zealand* was in the thick of the naval battle on May 31st, and the Admiralty desire once more to place on record the debt of the Mother Country to New Zealand for the generosity which has enabled the Navy to place so valuable a unit in the fighting line."

The Secretary of State for the Colonies to the High Commissioner for the Malay States:—"The battleship *Malaya* was in the thick of the naval battle on May 31st, and the Admiralty desire once more to place on record the debt of the Mother Country to the Federated Malay States for the generosity which has enabled the Navy to place so valuable a unit in the fighting line."

JAPANESE NAVY'S GREETING.

ENTIRE COMMAND OF THE SEAS.

The Secretary of the Admiralty announces that the following telegram has been received from the Minister of Marine, Tokyo:—

"I have learned with deep feelings of gratification of the recent brilliant and stubborn-fought naval battle with the enemy and of the splendid results achieved. On behalf of the Imperial Navy I most heartily congratulate our British comrades on this signal success, on the valour and bravery displayed, on having the entire command of the seas with their mighty power without any change, and that the enemy was forced after great losses into his own ports and his plans frustrated. The laurels of victory will more than ever rest with the Allies after this successful battle."

The loss of valuable and brave officers and men is deeply regretted, and to their widows and relatives the profound condolence and sympathy of the Imperial Navy goes out.

The kind expression of sympathy of the British Admiralty at the death of Lieutenant-Commander Shimamura is deeply appreciated, and has been conveyed to his widow. My cordial thanks are due for the kindness and courtesy at all times extended to this office by the officers at the Admiralty and the Grand Fleet, especially his shipmates.

The following reply was sent:—"The British Navy will receive with pride the stirring message you have conveyed on behalf of the brave Navy of Japan, and in the name of the Board of Admiralty I thank you—ARTHUR JAMES BALFOUR."

"Tell me how the scrap is going. Quick man, for the love of heaven, strap me up and let me go up again."

Alas! that gallant fellow will never walk again. To the doctor another wounded man, whose arm was gone, made the most determined appeal for liberty to get back into action. "To what with my arm. I want to go up again and give the boys a hand."

The scene as the British destroyers dashed in a wild charge upon the whole German battle fleet drew rousing cheers from the mystery ship as from the whole of the British vessels. "To see that flotilla line up and head full speed for the German fleet in a do-or-die rush made one thank God that one was British, and will make one thank God for being British every time the memory of it comes back."

It was the great sacrifice. Every man of that splendid flotilla knew that it was death or glory. We knew it was both. We cheered them, not that they could ever have heard us in the inferno of noise, but because we had to cheer. The destroyers went at racing speed into a veritable hell. Aye, and they got in great work. We saw them pounded, and we saw them smash and they hurled home their attack, and the German navy to-day knows how well they did in an attack which for its wild dash has never been excelled on the waters of the world.

WHEN JELLOCH CAME.

There were cheers again from the mystery ship when away in the distance the great ships of the Grand Fleet facing to the action which had been so gloriously upheld by the battle-cruiser squadron came into sight and gave tongue with their guns. The men of the battle-cruiser squadron knew then that for the Germans the end had come. Three great lines of Jelloch's ships were discerned bearing down on the scene, and there was joy in the squadron and dismay in the German lines. The enemy did not stay long to consider the situation. The total period during which he could be said to have presented what seemed an undaunted front to the Grand Fleet did not exceed twenty-five minutes. Then he showed signs of distinct discomfort, and then came the break for home and shelter. The weather aided him in his flight, as is well known. On board the mystery ship the damage done was not great, as the great battle-cruiser holds. In token of that I may give a story which is going round the ships. At the close of the action a leading officer on the mystery ship was asked specially to inspect a certain section of her. To be exact the section included the pantry. That important quarter had been knocked "all ends upwards," to quote a sailorman, by a shell. As the officer looked at the damage his attention was directed to the extraordinary fact that, despite the general upheaval, the pantry mirror hung southless and level, as though the ship had never left the graving-dock. The state of that mirror was matter of much satisfaction.

## "TIGER" IN THE FIGHT.

HOW THE "QUEEN MARY" WENT DOWN.

CONCENTRATED GUN-FIRE.

One of the gunlayers of H.M.S. *Tiger*, the latest vessel of the British Battle-Cruiser Squadron, has given the following account of the battle of Horn Reef (off Jutland):—

The *Lion*, which was leading the line, followed by the *Tiger*, *Princess Royal*, and *Queen Mary*, was the first to open fire, the range being about 10,000 yards, and common shell being used. Range-finding continued for a few minutes, neither squadron doing what might be called really good shooting till then. Then it could be seen that each of the British battle-cruisers had begun business in earnest. Control firing was adopted, the speed of each salvo being remarkable. The Germans, too, began to get the range as the vessels drew towards each other, and a particularly lucky shot cut away part of the *Indefatigable's* fore-control.

About 4 o'clock every man in the British Battle-Cruiser Squadron, each vessel of which had been singing out an opposing vessel, realized that the Germans had not only a preponderance of guns, but more than double the number of vessels. They were clever in realizing their superiority. They began concentrated fire, and every gun of the German squadron was first turned on the *Lion*, but hardly a shell hit her. Two asphyxiating projectiles fell on her upper deck behind the bridge, but the majority fell short sending up terrific volumes of water.

GUNS CONCENTRATED ON THE "QUEEN MARY."

The two squadrons approached each other for 30 minutes, and then the enemy suddenly bore away to port, soon turning completely as if they were breaking out of the action. We turned as well, and our converging continued for 15 minutes, when the German squadron again came ahead, their guns being concentrated on the *Queen Mary*. They had been poking about for range for some minutes without effect, when suddenly a most remarkable thing happened. Every shell that the Germans threw seemed suddenly to strike the battle-cruiser at once. It was as if a whirlwind was smashing a forest down, and reminded me very much of the refilling that is heard when a big vessel is launched and the sky is being smashed.

The *Queen Mary* seemed to roll slowly to starboard, her masts and funnels gone, and with a huge hole in her side. She listed again, the hole disappeared beneath the water, which rushed into her, and turned her completely over. A minute and a half and all that could be seen of the *Queen Mary* was her keel, and then that disappeared.

We were engaged by two battleships at 15,000 yards, in addition to some half-dozen submarines, which were popping up everywhere. The loss of one submarine is given out, but I know that two were sunk within ten minutes of the loss of the *Queen Mary*, one of our battle-ships that had come up ramming one, while the *Queen Mary* blew another to pieces with her quick-firers.

THE "BARHAM'S" REVENGE.

A remarkable change took place with the arrival of the *Barham*, which, with the *Barham*, was the first battleship to arrive. Together with the *Warwick*, which had been engaged with two battle-cruisers somewhere astern, one of which she sank earlier in the afternoon, they concentrated their fire on the end vessel of the German line. It may seem incredible, but in two minutes the vessel had almost disappeared, only dense clouds of smoke and steam marking the spot where she had been. There was some satisfaction there, for it was that vessel—a three-funnelled battle-cruiser—which had put a lucky shot right through the *Barham* two minutes after she had opened fire. But the *Barham* had her own back.

Yet that was not the only ship we sank. A sight that I shall never forget as long as I live was that of a great vessel that was lying helpless on the sea with her engines out of action. She continued to fire with deadly effect, evidently by control, so methodical were the salvos, till the *Barham* and *Valiant* opened fire on her at 4,000 yards. She literally crumpled up. Her after gun turrets disappeared within 60 seconds; her masts and funnels were the next to go; and then slowly and horribly methodically the great tonnage of the British vessels began to hit her in the same place at the same time with wonderful precision. They literally dug a hole in the German ship till, with a tremendous explosion, she blew up.

Not long after she had disappeared we were attacked by about 15 destroyers. They came in formation, but our secondary armament sank three, the shooting of our gunners being magnificent. One after another was crippled, and a curious sight was one destroyer which had lost all her funnels, guns, torpedo tubes, masts, and bridges still travelling 15 or 20 knots, her decks one mass of flame.

There is little more of the fight that I saw, concluded the seaman, but we had not escaped lightly, our superstructure being riddled and the decks ploughed up. Considering the number of shells which hit us, however, the loss of life was very small.

One thing was proved in that fight—the undoubted superiority of British gunnery over the Germans. Gun for gun we were absolutely superior, and I only wish they had stuck it for another hour. They would then have known what 15-in. guns can do.

## RAMMING A SUBMARINE.

BRITISH DESTROYER'S CHASE OF U-BOAT.

A German submarine was also rammed and sunk."

So said an unimaginative Admiralty communiqué. The men who were on board the destroyer that was responsible for the ramming of the U-boat tell the story differently. One of them, with a touch for the picturesque, likened the contact to the cutting of an egg-shell with a sharp knife. He said:—

We were doing a good 30 knots and were well in the thick of it. The shells were falling all round, and some were wiping things and men off the decks like nippins. That was all part of the game, and we had our work to do. From somewhere out to starboard we suddenly spotted a torpedo track. We could see the bubbles from her air exhaust coming towards us at a great speed, and with a wrench that must have strained our nerves we swung round in time to get the stern clear.

When you see the track of a torpedo coming towards you the first thing you do is to look for the ship that fired it, and if you don't see a ship, you know that there is a periscope somewhere kicking around watching you pretty close. I don't think anyone on board spotted the periscope of this one, but we started off at an angle to the place where the torpedo's wake had seemed to start from.

I saw a V-shaped ripple, and so did all of us, and we started in chase, and caught it up going full speed. When we got above it there was a sliding bump and we rose a little out of the water and then sank again. It was as if we had half ridden over the submarine and then our weight had been too much for it and had crushed it in. It felt like cutting an egg-shell with a sharp knife. No, we didn't stop to look for oil on the water, for at that time we had the fire of two German ships concentrated on us. They shored off presently when the *Black Prince*—I think it was her—took them on.

I think that there was no doubt that that submarine was doing some of the damage to the Cruiser Squadron for she was well in the middle of our fleet, and must have been there some time. Any way, she went down all right, for nothing could stand that sudden impact. She was so near the surface that even a glancing blow from our stern would have ripped her plates to pieces. As it was, we got her fair on. We could tell that by the ripple from her periscope.

LESSONS OF THE NAVAL BATTLE.

GUNNERY OFFICER'S EXPERIENCES.

A gunnery officer describing the Horn Reef fight from his special point of view says:—

"One thing made evident was that ship for ship we are much more than a match for the Germans. A more accurate gauge of relative strength would be to say that if they came on two to one we could still be equal to them. I do not say this in any spirit of boasting. It is a considered opinion formed on knowledge very little of which I can divulge to you."

"All sorts of lessons can be deduced from the fight. Let me give you one point of consequence from my own observations. Our gunnery was much better than the enemy's. At the start, as a rule, the German fire was accurate and deadly and their guns were well served. So it remained while they were in superior strength and able to throw four or five ships against every one of ours, but as soon as they came under the fire of our Battle Squadron the Germans began to deteriorate and their marksmanship fell off considerably, though they still worked their guns hard. I am not surprised that their crews became to some extent demoralized, as they apparently did by our gunfire, for our guns wrought awful havoc among them."

"On board our own ships there were many casualties from gun-fire. I am not referring now to ships that were lost, but to those that were hit. But this was nothing in comparison to what the enemy suffered from the same form of attack."

"The following will give you an idea of the tremendous hitting power of our Dreadnoughts. One of our 12-in. gun ships—the *Hercules*. I believe—put her salvos into a German ship so accurately that the enemy vessel heeled right over under the heavy blows which the *Hercules* dealt her. Of course, that German went out of action. If the 12-in. guns would do that to a ship, how much more destructive must be the well-directed fire from 15-in. and 16-in. guns?"

"The British people do not thoroughly grasp the fact that of the German ships which escaped most certainly the greater part of them were so crippled by our gun-fire that they can be of no further use for some months to come. They are like a pugilist leaving the ring with both eyes closed, his nose broken, and the wind knocked out of him. I do not know that I can find a better simile to describe the present position of the German Fleet."

"One result of this battle has been to fix definitely the importance of gunnery. It was the big calibre that told, and it was a gunner's battle. I do not say that disparagingly because I am a gunner myself, but such is the fact. Our gunnery was better at all points than that of the enemy, and we are now absolutely certain of our superiority in marksmanship. But we do want some big airships to scout for us. The presence

(Continued on next Column.)

## THE KAISER'S BOASTS.

ALBION'S SEA TYRANNY BROKEN.

REVERSING TRAFALGAR.

According to an official telegram from Berlin the Kaiser at Wilhelmshaven on June 5th and 6th, from the deck of the flagship, addressed delegations from all the vessels which took part in the battle of the Skager Rak, the men being drawn up on shore. The Kaiser said:—

"Whenever in past years I have visited my Fleet at Wilhelmshaven I have always rejoiced from the depths of my heart at the sight of the growing Fleet and the growing harbour. I have looked with satisfaction upon the young crews drawn up in the drill-shed ready to take the oath. Many thousands of you have seen eye to eye with your superior War-Lord when on your taking the oath he reminded you of your duty and your task; but above all, of the fact that when the German Fleet went to war it would have to fight against gigantic superiority."

This consciousness has become a tradition with the Fleet, as it has already been with the Army from the times of Frederick the Great. Prussia as well as Germany was always surrounded by superior enemies. Therefore it was possible to forge our nation into one mass which hoarded up in itself endless forces ready to let loose when necessity demanded."

I have never before journeyed to you in such high spirits as I do to-day. Through decades the personnel of the German Fleet has been built up from men from all parts of Germany. In peace time this laborious work has always been carried out with one thought before us—namely, that when the time should come we could prove what we could accomplish."

Then the great war year came. Envious enemies suddenly attacked the Fatherland. The Army and the Fleet were ready, but for the Fleet a hard time of resignation now began. While the Army was fighting against superior enemies in the fighting against superior enemies could slowly conquer one after another, the Fleet in vain waited for a fight. Numerous isolated deeds allotted to it clearly manifested the heroic spirit which filled it. But what it longed for it could not prove yet. Month after month elapsed. Great successes were gained on land, and still the hour had not struck for the Navy. In vain proposal after proposal was made to bring the enemy into the field. Then, finally, the day came.

The gigantic Fleet of Albion, ruler of the seas, since Trafalgar for a hundred years had imposed on the whole world the ban of sea-tyranny and had surrounded itself with a nimbus of invincibility and insuperability, came into the field. Its Admiral, more almost than anyone else, was an enthusiastic admirer of the German Fleet, a brave leader at the head of a Fleet which had at its disposal splendid material and the bravest veteran sailors.

FIRST GREAT HAMMER BLOW.

Thus the superior British Armada approached, and our Fleet engaged it, and what happened! The British Fleet was beaten. The first great hammer blow was struck, and the nimbus of British world supremacy had disappeared. Like an electric spark the news rushed through the world and caused unprecedented jubilation everywhere where German hearts beat, and also among our brave Allies. That is the success of the battle of the North Sea.

A new chapter in the history of the world has been opened by you. The German Fleet has been able to defeat a superior English Fleet. God Almighty has steered your arms and kept your eyes clear, but I am standing here to-day as your Supreme War-Lord and I thank you from the bottom of my heart. I am standing here as the representative and in the name of the Fatherland to express to you its thanks, and in the name of my Army to bring you the greetings of the sister-service. Every one of you has done his duty, at the gun, at the boiler, in the wireless, but every one thought of the same thing. Nobody thought of himself. Only one thought filled the whole Fleet—namely, "We must succeed. The enemy must be beaten." Thus I express to leaders, officers, and crews my fullest appreciation and thanks."

In these days when the enemy before Verdun is slowly beginning to collapse, when our Allies have driven the Italians from mountain to mountain and are still driving them back, you have accomplished this beautiful and grand deed. The world was prepared for anything, but never for the victory of the German Fleet over the British. A start has been made. Fear will creep into the bones of the enemy."

Boys, what you have done you did for our Fatherland, so that for all time it may have a free way on all the seas for its industry and its strength. Therefore join me in a cheer for our dear, beloved, beautiful Fatherland. Hurrah, hurrah, hurrah!

SURVIVORS OF H.M.S. "HAMPSHIRE."

Twelve survivors of the crew of the armoured cruiser *Hampshire*, which was sunk off the Orkneys with Lord Kitchener on board, were washed ashore on a raft.

The Zeppelins was a great advantage to the German Fleet.

"Something, I notice, has been said as to what the German object was. I do not think there is much doubt about that. The Germans meant to break through the blockade and throw a squadron of fast warships into the Atlantic, where they would have done tremendous damage and given immense trouble before they could have been rounded up."—*Times*.



**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"  
WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF

IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[38]

**HAVE YOU A BAD LEG**

Each bottle contains 100 capsules, and contains the most powerful and effective remedy for all cases of rheumatism, sciatica, neuralgia, and all other forms of nerve pain. It is a most valuable and reliable remedy, and is sold in all the leading chemists and druggists. Price 1/6 per bottle. Agents: A. S. Watson & Co., Ltd., Hongkong.

**GRASSHOPPER**

CONTINUED AND DELLS.

Prepared by ALBERT ALBION, Hong Kong.

Agents: A. S. Watson & Co., Ltd., Hongkong.

[39]

**SANTAL MIDY**

These tiny Capsules—superior to Copalva, Cubebis, and injections—CURE the same diseases as these drugs in

FORTY-EIGHT HOURS

without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

[40]

**THE NEW FRENCH REMEDY**

**THERAPION No. 1**

**THERAPION No. 2**

**THERAPION No. 3**

These three remedies are the most powerful and effective remedies for all cases of rheumatism, sciatica, neuralgia, and all other forms of nerve pain. They are sold in all the leading chemists and druggists. Price 1/6 per bottle.

Agents: A. S. Watson & Co., Ltd., Hongkong.

[41]

**Large supplies of "MONTSEHAT"**

Lime Juice have recently been shipped from London. Order a few bottles from your stockkeeper to-day.

[42]

**ARE YOU CRUMPLED UP**

with rheumatism! Then these words are your salvation.

Perhaps you have been told that you cannot be cured.

There are thousands who have been told that before you.

They tried

**LITTLE'S ORIENTAL BALM**

rubbed it on to the aching parts, the swellings, the twitching drawn up hands and limbs. It stopped the pain. A few more applications and they grew daily better until a complete cure was effected.

**LITTLE'S ORIENTAL BALM** cures all at times. It is never too late to begin. Sold at 1s. 4d. per bottle.

Agents for Hongkong: Messrs. A. S. Watson & Co., Ltd.

[43]



## THE WAR.

The following Cables were received on Saturday night, and issued in our Early Morning Extra yesterday.

## FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

## BRITISH OFFENSIVE.

## SEVERAL IMPORTANT TACTICAL SUCCESSES GAINED.

LONDON, July 7th. General Sir Douglas Haig reports that the British to-day at dawn renewed a vigorous offensive in certain sectors east of Albert.

The Germans simultaneously launched heavy attacks on our new trenches in the vicinity of the Ancre and north of Fricourt.

Violent fighting is proceeding along the whole front between the Ancre and Montebellin.

Our infantry gained several important tactical successes in the vicinity of Orlu, La Besselle and Contalmaison, but north-west of Thiepval the enemy succeeded temporarily in regaining two hundred yards of lost ground.

## STORMING OF LEIPZIG REDOUBT.

LONDON, July 8th. General Sir Douglas Haig, in a communiqué, states: "Despite the enemy's stubborn resistance, our Infantry well assisted by artillery pushed the advance in the most gallant manner. In the morning we gained several important points."

We stormed the immensely strong Leipzig Redoubt, south of Thiepval, and forced our way to Ovillers, where fierce fighting continues.

We advanced on a front of two thousand yards for a depth of five hundred yards east of La Besselle.

We drove the enemy from two woods and three lines of trenches north of Fricourt.

The Leipzig Redoubt, situated in the German salient, which had been fortified to the utmost by enemy ingenuity during the last twenty months, was stormed after a fierce bombardment.

One of our brigades attacking from the west forced its way across five hundred yards of the German front line trench into Ovillers.

The Prussian Guard were thrown into the fight at ten in the morning east of Contalmaison in a desperate effort to force us back, but the attack was crushed by our fire. The enemy subsequently retired northwards, leaving 700 prisoners.

Our Infantry at noon stormed the village of Contalmaison, but a strong counter-attack dislodged us.

The enemy's casualties must have been most severe. Large numbers of troops retiring over the open ground were caught by our artillery fire, and the village of Bazentin-le-Petit was heavily shelled when full of German reserves.

An officer taken prisoner states that his battalion was shelled by an aeroplane machine-gun from an altitude of three hundred feet when marching to the battle field, and subsequently the same battalion was heavily shelled by our long-range guns.

There was heavy rain throughout the day, and the sodden ground and the flooded trenches added to the difficulties of the troops.

## CALM NIGHT ON FRENCH FRONT.

Paris, July 7th. A communiqué says the night was calm on both banks of the Somme.

Paris, July 8th. A communiqué states: "Nothing of importance has transpired on the Somme front."

## ANGLO-FRENCH COMMAND'S PLAN.

Paris, July 8th. A semi-official report makes a feature of the resumption of the British offensive on the 7th inst. from Thiepval to the point of junction with the French, saying that before the battle can resume its victorious course, the British and French sectors must be brought into line.

The successes of the British yesterday ended in the formation of a sinuous line, but this must be rectified by the subsequent advance for the action to continue completely in favour of the British in conformity with the plan of the Anglo-French command.

## "WE ARE WINNING, BUT THE PRICE IS HEAVY."

LONDON, July 7th. Reuter's Correspondent at Headquarters writes:—

The Allies are busy consolidating their gains and preparing for the next mighty thrust.

Meanwhile they are continually battering, bombing, and bayonetting the enemy effectively. It is somewhat reminiscent of Verdun, with the important distinction that the enemy does not possess lines of fortifications on which to retreat from smashing blows.

From the coast to the trenches in Northern France the country is flooded with onflowing streams of khaki. The contagious confidence of our army is irresistible.

Prisoners testify that it is not all harmony in the enemy ranks. The Saxons are unanimously tired of the war and are glad to be captured.

Fuller details of the northern attack on the 1st inst. show that the concentrated enemy machine-guns took a terrible toll of the British ranks. The East Lancs, the Yorks and Lancs, the Warwick's, the Rifle Brigade, the Somerset's and Hants regiments suffered most severely while the Ulster Division also suffered fearful loss.

We are winning the war, but the price is heavy.

## COUNTERATTACK RESTORES LINE.

[THROUGH REUTER'S AGENCY.]

Paris, July 7th. Most violent artillery duels occurred at Thiaumont (Flury and Le Chenois (all in the Verdun region).

Paris, July 8th. There has been sharp fighting on the Meuse.

From an attack by the Germans on our positions in the Thiaumont work the enemy gained a footing in the advanced trenches, but a counter-attack entirely restored the line in the immediate vicinity of the work.

There was a violent artillery duel north of Fort Souville.

## AERIAL ACTIVITY.

Paris, July 8th. German aeroplanes bombed the open town of Lure, near Belfort, and 11 women and two children were killed or wounded. The attack has been noted with a view to reprisals.

A French air squadron bombed the railway junction of Lamles Moines west of Charleville, and felled two German aeroplanes.

## RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

## TEN THOUSAND PRISONERS.

## ROUT OF AUSTRO-GERMANS.

Petrograd, July 8th. A communiqué states:—The Russians have captured over 10,000 prisoners and many guns in two days' fighting west of the Lower Strya, and have routed the Austro-Germans west of the river Stry.

ENEMY LOSE MANY GUNS.

The Russians west of the Stry captured strong Austro-German positions, the enemy fleeing and abandoning numerous prisoners. The Russians, pursuing, captured two villages, the railway station, and many guns, including a battery of six guns, which had surrendered to a cavalry charge after firing only a few shots.

An attempt of the enemy to attack north-west of Kimpolung was repulsed.

GERMAN TRENCHES WON.

German trenches were captured at the point of the bayonet south-west of Lake Narocz, where fierce fighting continues.

TURKS LOSE HEAVILY.

MANY GUNS CAPTURED.

Petrograd, July 8th. A communiqué states:—In the Caucasus, in the Djivizite region, important Turkish forces attacked at dawn on the 5th inst. They invaded our trenches, but were driven out by bomb and bayonet with heavy loss of men and material.

RUSSIANS CARRY DOMINATING HEIGHTS.

Eastwards of Baiburt we took the offensive and carried a series of strongly organised dominating heights.

## NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

## BRITISH STEAMER SUNK.

LONDON, July 7th. The British steamer *Gannet* has been sunk.

## GERMANS CAPTURE BRITISH STEAMER.

AMSTERDAM, July 7th. The Germans claim to have captured the British steamer *Recluse*, near the English Coast.

## ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

## ITALIAN FRONT.

Rome, July 7th. It is officially announced that there is intense artillery activity between Adige and Astico.

Operations in the other theatres are proceeding in favour of the Italians.

## GENERAL.

[THROUGH REUTER'S AGENCY.]

## HIS MAJESTY'S CONGRATULATIONS.

LONDON, July 8th. His Majesty the King has telegraphed General Sir Douglas Haig as follows:—

Please convey to my Army my sincere congratulations upon the result of the recent fighting. I am proud of my troops. None could have fought more bravely.

General Sir Douglas Haig replied as follows:—All ranks will do their utmost to continue to deserve your Majesty's praise.

## THE RUSSO-JAPANESE CONVENTION.

Petrograd, July 7th. The Russo-Japanese Convention deals with the attitude of each Power in the event of any political engagement or combination directed against the other. It also provides that in the event of any menace to the territorial rights of special interests in the Far East of one of the contracting parties which are recognised by the other, Russia and Japan will consult regarding the measures to be taken with a view to support and co-operation for safeguarding the defence of these rights and interests.

Reuter's Agency learns that Great Britain has expressed satisfaction with the Russo-Japanese Treaty of Alliance, which is regarded as in every way strengthening the Anglo-Japanese Alliance and consolidating the relations of all the Allies in the Far East.

## AMERICA AND MEXICO.

[THROUGH REUTER'S AGENCY.]

## CARRANZA'S PROPOSAL ACCEPTED.

WASHINGTON, July 8th.

The United States has accepted General Carranza's proposal to settle the differences with Mexico by direct negotiations.

## UNIONISTS AND THE IRISH SETTLEMENT.

LONDON, July 7th. A meeting of Unionist members of the House of Commons has been held to discuss the Irish Settlement. It is stated that Mr. Bonar Law, Lord Lansdowne and Mr. Walter Long replied to the opponents of the settlement, urging Imperial necessity.

IMPROVED BRITISH TRADE.

LONDON, July 7th. The trade returns show the following increases as compared with June last year:—

Exports ..... £14,040,000  
Imports ..... £11,027,761  
The exports were £2,401,580 above those for June, 1914.

## "MONMOUTHSHIRE" SINKS THE "PERSIAN."

LONDON, July 8th. A message from Lloyd's agent at Malta says that the *Monmouthshire* reports that she sank the *Persian*, bound for London from Calcutta.

The crew were saved.

## STARVING BRITISH AT RULLEBEN.

MEDICAL REPORT.

## DIET INSUFFICIENT TO MAINTAIN LIFE.

Investigations officially made by Dr. A. E. Taylor, an American medical man, into the food of the British subjects interned at Rulleben show that the diet provided by the German authorities is insufficient to maintain life.

Dr. Taylor's report to the United States Ambassador in Berlin is published in the form of a White Paper.

Dr. Taylor lays down what he considers to be a minimum diet for an adult male not engaged in hard work, the figures being supplied largely by German investigators.

This consists of protein 70-90 grammes per day, carbohydrate to a value of 3,000 or more calories per day depending on the work done, at least 25 to 50 grammes of fat per day, salts and vitamins, i.e., substances found in fresh food and known to be essential to life.

This minimum is looked upon as enough to keep a man nourished "like a machine." It omits the vital qualities of variety and choice and taste.

Dr. Taylor surveyed the prisoners' diet during seven days, and he comments as follows:—

If all the men in the camp had taken their numerical share of the food offered, the average daily input per man would have been 60 grammes of protein, 13 grammes of fat, 308 grammes of carbohydrate corresponding to 1,500 calories.

Happily all the men did not ask for their rations, and so those who did ask got a trifle more. This, however, is the conclusion.

It is equally clear that the food provided and served during the week of the survey was not sufficient in any direction to provide nourishment for the 3,700 men concerned, had they been entirely dependent upon it.

Fresh fish was served on three days of the survey. On one day it was a sufficient quantity, but on the first and third days the supply ran out with 100 men still in line. "These men were given provided with tinned fish, which many of them refused." The refusal is not surprising in view of the following:—

"The camp possesses a stock of 'Brathair' in large tins. Upon one occasion I witnessed the opening of 17 of these tins. Five of the tins were disintegrated with gas, which rushed out when the tins were punctured. The contents of the other tins were not putrefied, but could not be regarded as in a satisfactory condition. I believe that this lot of herring should be condemned."

The supplies from abroad are deficient in fat, the article which is most necessary in view of the small quantity supplied. Dr. Taylor says that:—

It is clear that there is in Great Britain a complete and, from the standpoint of the prisoners in Rulleben, most lamentable lack of organization in the selection of foodstuffs and distribution of food packages for these prisoners.

There is much duplication, the wrong things are sent, and the hardship is great—for the figures given above show that on the diet supplied in the camp men live, though some are endeavouring to do so as best they can, and with a heroic sense of duty which is tragic.

Dr. Taylor makes a number of suggestions, some of which are addressed to the authorities and societies in this country. These are:—A better organization, more central and more scientific in its methods, and "from the British side" per man per day, each day in the week, 400 grammes white bread, 30 grammes butter or margarine, 50 grammes bacon, 50 grammes sugar, 30 grammes jam, or preserves, 30 grammes Quaker oats, and 30 grammes condensed milk; tea and coffee as needed.

In his reply to Mr. Page, Sir Edward Grey "fears that the circumstances will not permit of the adoption in practice in the recommendations made by Dr. Taylor in regard to the establishment of an organization controlling the supply of food parcels sent to the camp from this country," but promises to see that the recommendations are made known among the various societies and individuals by whom such parcels are now being dispatched to Rulleben.—Times.

## THE MAN AND THE SOLDIER.

[BY "THE TIMES" MILITARY CORRESPONDENT.]

## AN APPRECIATION OF LORD KITCHENER.

The tragic death of Lord Kitchener comes upon us all as a great shock, and ends at a blow all those differences which have been aroused by the character of his administration of the War Office during the greatest of wars. In presence of this catastrophe we can think of nothing but the real greatness of the man, and the distinguished services which he rendered to the Empire throughout a long and successful career.

"Take him for all in all, we need not look upon his life again." He was an extraordinary figure. He towered over all his contemporaries in individuality as he did in inches, and, though often he stood alone, his personality was enough to carry him triumphantly through difficulties which would have ruined many a more brilliant man.

A curiously lonely figure throughout his life, he repelled friendships, and though his few intimates were devoted to him, he never sought to make new ones, and with the death of men like Hubert Hamilton and Markham, the circle of his intimate friends continued to contract.

A SOLITARY WORKER.

He was in some ways a shy man, and he courted popularity neither with the public nor the Army. He was faithful to the old friends who helped him to conquer the Sudan, and aided him in his arduous task in South Africa. He was not ungrateful for services rendered, but he placed work and the public service first, and when a man had become used to be thrown aside like an old rag, he rarely spoke to a private soldier, and was not brilliant in public speaking. He preferred to work alone, to concentrate all power in his own hands, and to make himself his own 'Chief of Staff.' This method of proceeding facilitated his task when the problem before him was one which one brain could grasp and one hand execute, but it became less suitable when the horizon expanded and when the masses conjured up by modern war demanded decentralization and delegation of powers.

His silence and isolation were always impressive. He stood alone in the Governor-General's Council during a great struggle in the East, and it cannot be said that he had many admirers in the British Cabinets in which he sat. Yet the mass of the people believed in him, and trusted him to the end; and it was the knowledge of the Cabinet that this was so which compelled them to resort to subterfuges in order to wrest from him something of his powers. He was for the public, and especially for the common people, the one great silent and impressive figure of the war, and they held to their belief in him with touching faith.

If the public had been asked by a Referendum to choose between Kitchener and the Cabinet, it was certainly not the latter which would have won the day.

His personality and his fame were great public assets, and when he joined the Cabinet he joined it practically as Dictator in all matters that related to the war. It must always stand to his credit that he took the large view of the war from the beginning; that he accustomed the public to think in large numbers; and that his reputation stood for much in the splendid record of voluntary recruiting which exceeded the most sanguine expectations. If he made mistakes—and who has not in this war?—they were those due to defects which went with his qualities and were inseparable from them.

PERSONAL RETROSPECT.

Those of us who served on his staff or with troops under him in the old wars look back with pride to his great achievements in Egypt and the Sudan; to his famous work in India; to his good services to Australasia; and to the vigour which he imposed upon our conduct of the present war by the mere fact of taking office. If long service in the East and continuous application of his mind to Eastern problems had given to his mind a certain Oriental bent, and had prevented him from studying completely the arts and sciences of a General Staff and European problems of strategy and organization, we knew at least that he would dominate his colleagues, would wage war inflexibly and sternly, and would never agree to an inconclusive peace. We had our bad days and our disappointments in actual fact, but in all the upheavals of this mighty war the figure of Kitchener stood out and apart from the rest, and every attack upon him left him stronger than before.

The name of Kitchener will always stand high in the Roll of Honour, and will be the symbol for public duty resolutely performed. To this ideal of duty he always held, and it was the loadstar of all his life. He was a man who gave his days, and in the end gave his life to the ideal of duty, and he spared neither himself nor others in pursuing a course which he had mapped out.

The villain hand of Death has struck at him too late to prevent him from accomplishing his final mission in this war, for from the general direction given by him to the efforts of England the country has never swerved, and this direction it will follow inflexibly and to the end.

V.A.D. WORK IN FRANCE.

The last Report records that two entirely new V.A.D. units have gone out to France to undertake work not previously done by V.A.D. members. One unit has taken over the motor ambulances at a certain hospital base on the lines of communication and does all the convey work for that base. The work of the Post Office at the Joint Commission Headquarters is now being done by V.A.D. members. Recently, also, the transport work for the Hotel des Anglais has been taken over by the V.A.D.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	SHANGHAI		10th July	EATAVIA
TJIBODAS	KOBE		11th July	BATAVIA
TJIMANOEK			20th July	FATAVIA
TJILIWONG	JAVA & MAKASSAR	27th July	29th July	KOBE

\* Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

## JAVA-PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG &amp; SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "KARIMOEN"	12th July.
S.S. "TJIKEMBANG"	11th August.
S.S. "ARAKAN"	11th September.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overseas Ports in the United States of America and Canada.  
For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

MANAGING AGENTS.

Yok Building,  
Hongkong, 15th May, 1916.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

SEPT. 5 - NOV. 11 - JAN. 18, 1917.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,  
Prince's Buildings, Ice House Street.  
Hongkong, 27th May, 1916.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling stock, Bridges, and all Classes

of Engineering Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking up to 2,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Dock ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

JOHN L. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and FREIGHT CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address—"TAIKOO DOCK."

TELEPHONE No. 412

THOS. COOK &amp; SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PEKING—HONGKONG—MANILA—SHANGHAI—YOKOHAMA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

FOUR arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and

Passes from the Far East to all parts of the World, will be forwarded on application.

CHINESE OFFICE—LUDGATE CHURCH, LONDON, E.C.

Hongkong, 19th April, 1916.







## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to MELBOURNE, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING  
From Hongkong 28th July. Connecting with "GUJARAT" 17th Aug. From Colombo

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to MELBOURNE, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS on route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING  
From Hongkong - S.S. "SALAMIS" 16th August.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For: Steamers Sails.  
LONDON & SWANSEA - "CITY OF BOMBAY" - On 19th July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice. For rates of freight and further information apply to—

THE BANK LINE, LTD.,

OR TO REISS & CO., CANTON

Hongkong 11th April, 1916.

## C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	NO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 11th July, 4 P.M.
SHANGHAI	"LUOWH"	On 11th July, 3 P.M.
TIENSIN	"KUEICHO"	On 25th July, 4 P.M.

DIRECT SAILINGS TOWEST RIVER: Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."  
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "ANHUI," "CHENAN," "LUOWH," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Wusung. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasimoto	TUESDAY, 11th July, at 2 P.M.
"HAICHONG"	Capt. J. W. Evans	TUESDAY, 18th July, at 2 P.M.
"HAITAN"	Capt. J. B. Thurner	FRIDAY, 14th July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 10th July, 1916.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SANTHIA" 5,192 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE, and MOJI on 25th July.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,

Hongkong, 10th July, 1916.

AGENTS

## P. &amp; O. S. N. CO.

ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
MARSEILLES AND LONDON,  
TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
Colombo				
NELLORE	July 13	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 24	Through Steamer	Sept. 11	Sept. 10
NOVARA	Aug. 11	*KAISAR-I-HIND	Sept. 25	Sept. 18
NORFOLK	Aug. 25	*MOOLTAN	Oct. 9	Oct. 2
MALTA	Sep. 8	*KASHGAR	Oct. 26	Oct. 16
NAMUR	Sep. 21	Through Steamer	Nov. 9	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 26	Nov. 18

\* Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NOVARA	SATURDAY, 16th July.
SOMALI	MONDAY, 17th July.
NORFOLK	SATURDAY, 29th July.
MALTA	SATURDAY, 13th August.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG about	Leave SINGAPORE about	Due at Marseilles if calling about	Due at London about
SOMALI	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Passage Tickets interchangeable with the British India Co.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
E. V. D. PARR, Acting Superintendent.

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Tons	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	MISHIMA MARU Capt. S. Wada	16,000	THURSDAY, 13th July, at Noon
	SUWA MARU Capt. T. Sekine	21,000	THURSDAY, 27th July, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	SHIDZUOKA MARU Capt. Numa	12,500	WEDNESDAY, 19th July, at 4 P.M.
	KAMAKURA MARU Capt. T. Kusano	15,400	TUESDAY, 8th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY ISLAND, TOWNVILLE and BRISBANE	NIKKO MARU Capt. Takeda	9,800	FRIDAY, 14th July, at 4 P.M.
	AKI MARU Capt. K. Yoshikawa	12,800	TUESDAY, 15th Aug., at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	COLOMBO MARU Capt. Nomura	8,000	FRIDAY, 22nd July
BOMBAY via SINGAPORE, MALACCA and COLOMBO	TOTOMI MARU Capt. Fujio	8,000	TUESDAY, 11th July
SHANGHAI, KOBE and YOKOHAMA	TENSHIN MARU Capt. Kawai	8,000	THURSDAY, 27th July
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Mori	11,500	THURSDAY, 20th July
NAGASAKI, KOBE and YOKOHAMA	AKI MARU Capt. K. Yoshikawa	9,800	THURSDAY, 13th July, at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	HITACHI MARU Capt. S. Tomioka	12,500	FRIDAY, 14th July, at 10 A.M.

## EASTBOUND NEW YORK LINE VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.  
WAKASA MARU  
Capt. Iizawa 12,500  
August.

Wireless Telegraphy. For Further Information apply to—

NIPPON YUSEN KAISHA, B. MORI, MANAGER.

Telephone Nos. 292 and 293

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
KWANTO MARU	8,000 — 12 knots	On or about 12th July.
KIYO MARU	17,300 — 14 knots	THURS., 12th July Noon.
TENYO MARU	22,100 — 21 knots	TUES., 18th July Noon.
NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug. Noon.
ANYO MARU	18,500 — 15 knots	TUES., 12th Sept. Noon.
PERSIA MARU	9,000 — 14 knots	THURS., 21st Sept. 10.30 A.M.

↑ Via MANILA, Omitting Shanghai. Proceeding to South American Ports. Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10. RETURN (6 MONTHS) £120.  
" " " NEW YORK £60. " " " £95.10.  
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.  
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.  
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

TRANS-ANDRAN ROUTE TO BUENOS AIRES.  
Steamer Tons and Speed Sails  
KIYO MARU 17,300 — 14 knots 1 THURSDAY, 13th July.

For Full Particulars as to Passage and Freight, apply to—

B. DOI, AGENT, Rimp's Building. 121

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN	On or about 15th July.
MANILA, CEBU and ILOILO	HOMEWARD	
MARSEILLES via HAIPHONG, and TOURANE (Without Transshipment)		

Subject to immediate alteration without notice.

## SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.  
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.  
For further particulars apply to—

TELEPHONE 740

P. THOMAS, AGENT, QUEEN'S BUILDING.



## O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

## AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA  
↑ "HAWAII MARU" ... MONDAY, 10th July, at 3 P.M.

↑ Omitting Shanghai and Moji. \* Omitting Manila and Nagasaki

## BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"JAVAMARU" ... S. Yangi ... SATURDAY, 15th July, at 7 A.M.

## JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

## FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"SOSHU MARU" ... WEDNESDAY, 19th July, at 9 A.M.

\* Proceeding to Keelung via Swatow and Amoy.  
\* Proceeding to Anping and Takao.  
These Formosan Lines will arrive at and depart from the SOON YEE WHARF, near the Harbor Office.  
For FURTHER INFORMATION, apply to—

H. YAMAUCHI, MANAGER, No. 1, Queen's Building.

TEL. Nos. 744 and 745.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN		On 23rd July, 11 A.M.
ST. ALBANS	4th Aug.	On 27th Aug., 11 A.M.

All Steamers fitted with wireless phy. Telogr. The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to—

GIBB, LIVINGSTON & CO., AGENTS



